

## **CAPSULE SUMMARY**

**PG: 69-5**

**Bladensburg Survey District**

**Peace Cross to 56<sup>th</sup> Avenue**

**Bladensburg, Prince George's County, Maryland**

The Bladensburg Survey District is located in western Prince George's County, adjacent to the District of Columbia. Established in 1742, the town was positioned strategically aside the Eastern Branch, as the Anacostia River was then known. With its designation as a tobacco inspection site in the last quarter of the twentieth century, Bladensburg supported a shipyard, tannery, taverns, stores, and dwellings. By the mid-nineteenth century, Bladensburg's port had been closed due to siltation of the river. Coupled with the Baltimore and Ohio (B&O) Railroad bypass of the town, Bladensburg was effectively cut off as a commercial center. A branch of the B&O railroad in the late nineteenth century briefly brought prosperity back to the town. The expansion of the road network in the early- to mid-twentieth century altered the built environment of Bladensburg. Most of the nineteenth-century buildings were lost in favor of manufacturing and industrial buildings. Currently, the landscape is categorized by a collection of service buildings, office and industrial buildings, and strip malls oriented on the three major thoroughfares in Bladensburg.

Despite its initial significance in the development history of Prince George's County and the larger Washington region, Bladensburg lacks sufficient integrity to convey its significance as an eighteenth-century seaport because there are few extant resources linking the current town to the design and platting in 1742 for its earlier period of significance. Additionally, the growth the town experienced from the early 1930s until 1955 with commercial and industrial corridors centered along Annapolis Road and Kenilworth Road no longer retains sufficient integrity. These two distinct periods of development are not linked by anything other than their geography. The Bladensburg Survey District is not recommended eligible for listing in the National Register of Historic Places under Criteria A, B, or C. The Bladensburg Survey District was not evaluated under Criterion D.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☒

Property Name: Bladensburg Survey District (Port of Bladensburg) Inventory Number: PG: 69-5  
 Address: Baltimore Avenue, Annapolis Road, Landover Road Historic district: ☒ yes ☐ no  
 City: Bladensburg Zip Code: 20710 County: Prince Georges  
 USGS Quadrangle(s): Washington East  
 Property Owner: Multiple Owners Tax Account ID Number: \_\_\_\_\_  
 Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: 50  
 Project: MD 450: Peace Cross to 56th Avenue Agency: SHA  
 Agency Prepared By: EHT Traceries, Inc.  
 Preparer's Name: Laura Trieschmann Date Prepared: 10/16/2011  
 Documentation is presented in: MIHP and Addendum  
 Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended ☒ Eligibility not recommended  
 Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
 Complete if the property is a contributing or non-contributing resource to a NR district/property:  
 Name of the District/Property: \_\_\_\_\_  
 Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
 Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**STATEMENT OF SIGNIFICANCE**

The Bladensburg Survey District expands the boundaries for the Port of Bladensburg Survey District, which was defined in 1973, and identifies a second historic context dating from the mid-twentieth century. The initial survey district was restricted to the town's initial platting in 1742 and celebrated its success as a commercial seaport until 1843. With the town's status as a port town lost, Bladensburg suffered economically, physically, and socially for much of the nineteenth century. Development, sparked by the need for housing and accessibility to the area with the arrival of the railroad and streetcar, was surprisingly limited. It was not until American's dependency on the automobile that the greatest period of growth occurred, bringing about a rise in commercial activities and serving as a catalyst for the suburban development in the surrounding area. The commercial architecture constructed along Bladensburg's arterial roadways resulted in a loss of the eighteenth-century town plan and isolation of the four buildings dating from its seaport era, as well as demolition of all but one nineteenth-century building. The influx of residents and those passing through the area in the early twentieth century is due primarily to the affordability of the automobile and improved roadways connecting Washington, D.C. and Baltimore. This transformed the Bladensburg Survey District into commercial center and regional transportation corridor that developed to serve residents of the surrounding mid-twentieth-century suburbs and motorists passing through the area. The survey area, as it is presently defined, includes various building types and styles of

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒  
 Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: Lacks integrity/cohesiveness

[Signature]  
 Reviewer, Office of Preservation Services

1/12/2012  
 Date

[Signature]  
 Reviewer, National Register Program

1/12/12  
 Date

Commercial architecture from the early twentieth century through to the mid-century Modern Movement. Most of the residential buildings have been renovated for commercial purposes or razed in favor of warehouses and manufacturing buildings, which do not contribute to the historic context of the area. Between 1950 and 1954, four commercial strips were constructed along Annapolis Road on the last of the large available parcels. Each of these commercial properties provided ample parking for the automobile-dependent patrons. The period of commercial development for the survey area extends to 1956, after which new construction was limited due to the unavailability of property; chain restaurants typical of those found across America on major transportation corridors like Annapolis Road were constructed in the late twentieth century on the corners of the expansive parking lots of the strip malls or on property previously improved by single-family dwellings. Vestiges of the early- and mid-century commercial architecture related to the dominance of the automobile remain, although in limited numbers and many substantially altered and compromised. Rather, continuing changes in use, resulting in incompatible additions to the buildings and notable alterations to the sites, have marred the cohesiveness and integrity of the Bladensburg Survey District. The area documents the unrelated stories of early-twentieth-century suburban development that extended from the District of Columbia and mid-twentieth-century commercial- and transportation-related architecture along a heavily traveled corridor.

#### INTEGRITY ASSESSMENT

Bladensburg does not possess the integrity to reflect the overall physical appearance it gained during the two periods of significance—1742 to 1843 and 1900 to 1956. The location of Bladensburg, when it was established, was defined by its proximity to the Anacostia River. The town no longer reflects this dependence, as it evolved into a community reliant on the stage coach, railroad, and, currently, the automobile. The residential development that initially was established was stalled by commercial construction and the platting of planned suburbs to the north and south. Commercial development, the majority related to the automobile and disrespect social establishments, transformed the area into a regional transportation corridor, with direct access between Washington and Baltimore. Its role was reduced, however, by construction of the nearby Baltimore-Washington Parkway and interstate highway. The design of Bladensburg no longer reflects the original composition of elements comprising the form, plan, and spatial organization of the eighteenth-century town. In particular, the arrangement of individually lots has been obliterated by the introduction of large manufacturing buildings, warehouse, and large swathes of asphalt parking lots. Further, there is a lack of a uniformed setback, which is a product of the multiple periods of construction tailored to fit the individual needs of the twentieth-century buildings' occupants and the demands of the motorist consumer. The architecture of the initial period of development retains sufficient integrity to reflect its design impetus; however, the buildings have been isolated due to twentieth-century construction. The design of the buildings from the second period of development recount the stylistic trends of the twentieth century and the changes to automobile-related and commercial architecture as consumer needs and advertising dictated. However, there is no cohesiveness as a result of alterations, additions, and late-twentieth-century construction. The setting of the Bladensburg Survey District is the physical environment within the town, which is greatly affected by its transportation routes. The street plan, block pattern, and majority of individual buildings have not been retained to reflect the first period of significance as an eighteenth-century seaport. Roadways lined with historic and non-historic buildings dominate the viewshed, presenting various phases of development that are not united by setback and landscaping, natural or manmade. The materials of the Bladensburg Survey District from the two periods of significance differ in form, construction and production techniques, application, size, and color. As such, there is no link between the buildings from the two periods. Integrity of materials related to the resources associated with the first period of significance is sufficient, individually. When replacement has occurred, it has primarily been in kind. Integrity of materials of the buildings associated with the second period of significance has been diminished by the introduction of modern, non-conforming replacements. Many doors have been replaced and window openings enclosed or replaced; and inappropriate exterior cladding and signage applied. The workmanship of the first period of significance is evident in the ways the materials have been fashioned for functional and decorative purposes, and clearly exhibit the artistry and craftsmanship of the eighteenth-century builders. These buildings retain historic materials to be recognized as eighteenth-century resources, individually but not as a district. On the other hand, the workmanship of the resources associated with the second period

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

of significance has been negatively affected by alterations and replacement with non-historic elements. The haphazard nature of the suburban and commercial developments have created a lack of cohesive design and planning. The historic feeling of Bladensburg is not evoked due to a lack of physical characteristics that convey a sense of time and place from the two periods of significance. The survey district recounts a story of development, but there is no unity or cohesion resulting from that development. The association of the Bladensburg Survey District to either of its two periods of significance is compromised due to its overall lack of integrity. The association with an eighteenth-century seaport set on the banks of the Anacostia River no longer remains due to nineteenth- and twentieth-century development. Additionally, the survey district's association as a mid-twentieth-century regional transportation corridor defined by its commercial architecture has been diminished due to changes in use patterns, infill, large-scale alterations, and loss of a sense of time and place.

#### DETERMINATION OF ELIGIBILITY

Despite its initial significance in the development history of Prince George's County and the larger Washington region, Bladensburg lacks sufficient integrity to convey its significance as an eighteenth-century seaport because there are few extant resources linking the current town to the design and platting in 1742 for its earlier period of significance. Additionally, the suburban growth and emergence of the regional transportation corridor in the first half of the twentieth century no longer retains sufficient integrity because of substantial alterations in use, materials, design, setting, and new construction. Extant resources from the second period of significance (1900 to 1956) are representative of a linear development pattern, which began in the early twentieth century and progressed during the middle and later parts of the century. Although this development pattern is consistent with transportation-supported communities, it has compromised the survey district's ability to reflect its several historic contexts (residential suburb and commercial/transportation corridor). Therefore, the district is not recommended eligible under Criterion A. The Bladensburg Survey District is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Therefore, the district is not recommended eligible under Criterion B. The remaining vestiges of the town's heyday as a primary seaport are architecturally significant, and have all been recognized by listing their individually in the National Register of Historic Places. However, the loss of integrity of location, setting, feeling, and association has rendered these buildings collectively as a district unable to reflect that eighteenth-century context under Criterion C. With respect to the twentieth-century residential and commercial architecture, the district lacks a recognizable pattern of development or architectural cohesiveness. Alterations, additions, and new construction have compromised the architectural integrity. Although individual resources representative of the second period of significance are eligible for listing in the National Register of Historic Places, the survey district is not recommended eligible under Criterion C. The Bladensburg Survey District was not evaluated under Criterion D. Therefore, the Bladensburg Survey District is not recommended eligible for listing in the National Register of Historic Places under Criteria A, B, or C.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    Considerations:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    \_\_\_ E    \_\_\_ F    \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date



PG 69-5  
Bladensburg Survey District (Port of Bladensburg, expanded)  
Bladensburg, Maryland  
Prince George's County  
EHT Traceries, Inc.  
November 16, 2011

## ADDENDUM

This addendum addresses the expansion of the Port of Bladensburg Survey District as delineated in the 1973 MIHP form. The survey district has been expanded to include the buildings, specifically the roadside architecture, fronting MD 450 and MD 202 eastward from 52<sup>nd</sup> Street to 56<sup>th</sup> Avenue. Expansion of the boundary captures the full context of Bladensburg, from its establishment as an eighteenth-century port town to its growth in the twentieth century as a community serviced by commercial buildings, churches, schools, and social establishments, many of which line MD 450. The Bladensburg Survey District contains approximately 125 acres; the Port of Bladensburg Survey District encompassed just 80 acres. The survey district was examined and assessed by EHT Traceries in October-November 2011.

### Section 4: Location of Legal Description

Courthouse, registry of deeds, etc.: Maryland Property Records (SDAT)  
City, town: see <http://mdlandrec.net>  
Tax Map: 50

### Section 7: Description

The Bladensburg Survey District is located in northwestern Prince George's County, Maryland. Bladensburg is set to the east of the Anacostia River, south/southeast of the city of Hyattsville. Cottage City, Brentwood and Mount Rainier are located to the west, across the river. The Capital Beltway (Interstate 495) and the Baltimore-Washington Parkway (Maryland Route 295) are positioned to the east of the town. The District of Columbia-Maryland line is approximately three miles to the southwest of the town of Bladensburg. The primary roads are Annapolis Road, Baltimore Avenue, Landover Road (MD 202), and Kenilworth Avenue. Baltimore Avenue is also known as US 1. MD 450 (Annapolis Road) is the original alignment of US 50 in Prince George's and Anne Arundel counties. The state highway was assigned to sections of old US 50 in 1955 when John Hanson Highway was constructed.

### Twentieth-Century Development: Suburban Washington, D.C.

Development in Bladensburg, which was limited during the nineteenth century, was reflective of the growth that Prince George's County, and the entire Washington metropolitan area experienced prior to and just after World War II. Much of this development was instigated by the railroad and streetcar, but spurred by advancements in the automobile industry and the tremendous need for suburban housing, which would eventually flank both sides of the survey district.

The only structure extant from the nineteenth century within the survey district is St. Paul's Baptist Church, located at 4107 47<sup>th</sup> Street. The original sanctuary is a one-story, cross-gabled structure of brick, dating from 1818. The building was substantially altered in 1908, and because of this alteration and later additions, now reflects the Romanesque Revival style. The building has a tight U-shaped plan with a heavily molded entry tower topped by an octagonal belfry with a steep pyramidal roof and finial. A small circular stained glass window, set deeply within the plane of the wall, is located above the double-leaf entry. The wider, more prominent north gable end, the original portion of the building, houses the

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sanctuary. The original entry, no longer used, is topped by a two-light transom and semicircular-arched fanlight. Thick brick buttresses frame the entry, which is flanked by elongated windows. The steeply pitched front gable roof of the original 1818 sanctuary is edged by a boxed cornice dating from the 1908 alterations. The smaller, lower south gable end, added after 1908, has smaller stained glass windows and a molded cornice.

Residential construction, which was sporadic in the nineteenth and first decade of the twentieth century, increased after World War I. The developers located the single-family dwellings along Annapolis Road and Landover Road. Development from the 1910s to the 1930s was confined to the southwest corner and the middle of the survey district. The single-family dwellings from this period are primarily Craftsman-style bungalows of wood frame with weatherboard siding and ornamental shingles. With modest setbacks, these one-and-one-half-story dwellings are covered by side-gabled roofs punctuated by imposing dormers and wide, low-swept front porches, typically with supporting battered piers or columns. By the second quarter of the twentieth century, examples of the Dutch Colonial Revival style began to populate the survey district. These wood-frame buildings are clad in weatherboard siding with rock-faced concrete block foundations, and have gambrel roofs of asphalt shingles. Indicative of the style, the buildings are symmetrically fenestrated with the upper stories illuminated by shed roof dormers that extend nearly the full width of the structure. Although reflective of nationally accepted styles and forms, these buildings are intermittently placed throughout the survey district, with no relationship to the commercial context or the planned residential subdivisions that would emerge to the north and south.

By the late 1930s and 1940s, the Cape Cod form began to dominate the survey district, especially along the 5400 block of Annapolis Road and the 5500 block of Landover Road. These buildings are representative of the residential construction taking place contemporaneously in the suburbs to the north, east, and south of Bladensburg, and throughout the Washington metropolitan area. The dwellings commonly have central entry openings flanked by single or paired double-hung windows. Symmetrically placed dormers accentuate several of the buildings, which are covered by side gabled roof. Minimally adorned, save for the primary entry opening, these buildings have exterior-end brick chimneys often stepped with a single or double shoulder. The modest rectangular forms are augmented by one-story wings on the side or rear elevations. The stylistic influences, albeit minimally applied, reflects the Colonial Revival style. In contrast to the dwellings built in the early part of the twentieth century, which continue to serve a residential purpose and have experienced few alterations, most of the houses from the second quarter of the twentieth century have been rehabilitated to provide commercial functions. Alterations include the application of signage on the facades and roofs, enclosure/changes to the porches, and storefront additions, typically to the facades or side elevations, with changes to the fenestration patterns. These residential buildings, unlike their immediate predecessors that were constructed individually, were constructed in groups of three to eight on adjoining lots. Commercial architecture was set relatively close, if not on the same parcels, thus detracting from the deliberate residential development being attempted by developers and builders.

By mid-century, the tremendous need for housing in the Washington metropolitan area resulted in the construction of Hilltop Manor between 1942 and 1943 in the center of the Bladensburg Survey District (5300-5304 Annapolis Road/ 4100-4112, 4200-4214 53<sup>rd</sup> Avenue/ 4100-4210 53<sup>rd</sup> Place). Hilltop Manor, designed by Ross & Walton, consists of eight garden-apartment buildings, each of which divided into two to six units or sections. The structures exhibit characteristics of both the Colonial Revival and Moderne styles, reflecting an architectural transitional between the traditional elements of the classical style and the streamlined features of the Modern Movement. Set on solid concrete foundations, the buildings are

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constructed of six-course American-bond brick. The units range from two to three stories over slightly raised basements, with either a side-gabled or a flat roof. Side-gabled roofs feature flat metal frieze boards and the flat roofs have metal coping. The majority of the gabled roofs feature their original slate shingles, however, the roof of the units 4100 and 4101 53<sup>rd</sup> Avenue has been re-clad in asphalt shingles. The flat roofs are covered in a composition material. The original metal casement windows have been replaced with single and paired 1/1 vinyl-sash windows with vinyl surrounds. The strong influences of the Colonial Revival style are clearly evident on the detailing that surrounds the main entrances to the units. Illustrating the influence of the Moderne style, five horizontal stringcourses of projecting stretcher brick span the exterior walls between the windows and return on the corners of the building. The flat roofs are also indicative of the mid-century style.

Another example of a garden apartment complex is located at 4116 51<sup>st</sup> Street/ 5100-5102 Annapolis Road/ 4102-4117 51<sup>st</sup> Street. Cobur Terrace, constructed c. 1947, is composed of four apartment buildings with connecting walkways and courtyards. The primary building fronting Annapolis Road is rectangular, while the larger buildings to the immediate north are U and L shaped, with a smaller rectangular building on the northwest side of 51<sup>st</sup> Street. Each of the concrete structures is faced in stretcher-bond brick and covered by a flat roof. The central entries, which hold single-leaf doors that lead to common stair and halls, are accented by single window openings on the second and third stories. These double-hung windows are set within a recess that extends vertically from the sill of the second-story window to the lintel of the third-story window. The flanking bays have two sets of paired openings visually joined by five rows of string courses that extend from the sills to the lintels. This modest design is indicative of Modern Movement architecture. The window openings may have originally held casement or picture windows; they now have paired double-hung vinyl sash.

The growth of the area required construction of service buildings like the Bladensburg Volunteer Fire House at 4810 Annapolis Road in 1926. The original one-story concrete-block structure was enlarged shortly thereafter (exact date unknown) with the construction of a two-story, side-gabled block on its rear, which served as a social hall and maintenance shop.<sup>1</sup> A one-and-one-half-story addition was introduced to the rear of the building in the middle of the twentieth century. In 1954, the rescue squad vacated the building for a larger facility. At this time, the façade of the building was altered with the application of formed stone and a stepped parapet wall. Plate glass show windows and commercial-style doors of glass in metal frames were inserted within the façade along Annapolis Road, substantially altering the appearance of the former fire house. In the late twentieth century, the window and doors of the now-commercial building were replaced. The nominal setback reveals the building's 1920s placement close to the street, allowing it to read as an urban resource more than a mid-twentieth-century store in suburban Prince George's County.

By the mid-twentieth century, the growing residential suburbs surrounding the Bladensburg Survey District necessitated the construction of social buildings, such as the Cheverly Theater. Designed by John Eberson, one of the foremost American theater architects, the Cheverly Theater is a large, Streamline Moderne-style building defined by its rounded walls, vertical brickwork, and curvilinear metal marquee. The theater, constructed in 1947, is set on a solid parged foundation and has a brick structure of six-course, American-bond brick. A corbelled brick cornice highlights the flat roof, which is finished by a concrete band. The central bay of the façade, also curved, extends above the main block. Three wide vertical panels, each composed of nine vertical courses of sawtooth brick corbelling, highlight the central

<sup>1</sup> History, "History of the Bladensburg Volunteer Fire Department and Rescue Squad, Inc.," Bladensburg Fire-Rescue, <http://www.bv9fd.com/history.php> (accessed November 8, 2011).

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bay leading up to the large lighted metal sign. Centrally located on the façade, the marquee is clad in metal sheeting with rounded corners of crimped metal. Sheltered by the marquee are two sets of double-leaf, metal-frame glass doors flanked by ten-light fixed sash, which mimic additional door openings. Each opening is set in a wide, fluted metal surround indicative of the Streamline Moderne. Decorative ceramic tiling extends across the door opening while a frieze, set in a half-round surround, rests above. Flanking the central door opening are four display windows with plain wood surrounds integrated into the structure of the theater. These display openings are smaller than the originals, which is evidenced by a rowlock brick surround above and corroborated by historic photographs. At the curved outer corners are two-part strip windows of glass brick with concrete lug sills. The theater served to anchor the intersection of Annapolis Road and Landover Road. More importantly, it was situated on the Landover Road, which leads to the large suburban community of Cheverly, for which it was named. Currently, the building is known as the Publick Playhouse.

Serving the religious needs of the growing suburbs of Bladensburg were Central Baptist Church (1951) and St. Luke's Parish (1956). Both churches were intentionally sited along Annapolis, with ample off-street parking to serve congregations that traveled from the surrounding suburbs. Central Baptist Church is located north of the intersection of Annapolis Road and Landover Road on a prominent lot in the center of the survey district. The brick-clad sanctuary has an imposing front gable finished with a double-height portico supported by Tuscan columns. Designed in the Colonial Revival style, the church has a broken pediment over the double-leaf entry door, which is flanked by elongate blind openings. The heavy cornices of the main block and portico are composed of wide friezes, narrow bed molding, and overhanging ogee cornices. The steeple has a square base composed of two parts topped by an octagonal shaft with pyramidal roof. Likewise, St. Luke's Parish occupies one of the highest points in Bladensburg and provides a strong visual presence to passing motorists and residents of the area. The L-shaped building, modest in scale to meld with the neighboring residential community, is dominated by the gable roof covered in slate shingles and marked by stone-capped parapets. The equally spaced bays, which are pierced by two squared window openings, are framed by brick buttresses. A Craftsman-style porch provides access inconspicuously to the sanctuary from the end bay of the façade.

Bladensburg's extant public schools are located across the street from each other in the middle of the survey district. Their placement puts both elementary and high schools in close proximity to Hilltop Manor, the densest residential area in the survey district. Now known as Bladensburg Alternative High School, the building at 5150 Annapolis Road was constructed in 1939 as the elementary school. This large, two-story, five-bay brick structure was influenced by the Art Deco style. A wide main entry projects from the front of the building and features canted interior walls. Clipped corners in the brick surround, along with the verticality of the window openings with metal sash, expound the style of the building. This verticality is juxtaposed against the side elevations, which are much wider than the façade. An exaggerated brick lintel wraps the second-story openings. The current elementary school was constructed in 1990, replacing an earlier, larger building on same site constructed as the junior high school. Set back from the busy street at 4915 Annapolis Road, the school is a one-story concrete structure faced in brick with a flat roof and aluminum-sash windows. The original elementary school was housed in the building now denoted as 4000 Edmonston Avenue, with a Colonial Revival-style façade fronting Annapolis Road. The building, erected in 1925, has been rehabilitated to serve as the county public library.



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*Twentieth-Century Development: Regional Transportation Corridor*

With the Bladensburg Survey District's emergence as a regional transportation corridor, the confluence of Bladensburg Road/Annapolis Road, US 1 Alternate, Baltimore Avenue is marked by the Peace Cross. Constructed between 1919 and 1925, the Peace Cross is a memorial to residents of Prince George's County who lost their lives during World War I. The monument is the work of master craftsman and contractor John J. Earley, founder of the Earley Process for concrete. The cross is constructed of cast concrete with exposed aggregate selected for its color and distribution; it is a tan color comprised of chipped flint material aggregate for the Peace Cross. Inlaid decorative accents of chipped deep pink granite provide embellishment the Peace Cross. A thick, centrally placed band of the pink granite runs along the north and south sides of the cross. The east and west sides have a thin inlay of pink granite aggregate outlining the shape of the cross, located a few inches from the perimeter of the structure. The arms of the cross extend five feet from the center on each side and are supported by unadorned, arched concrete brackets; the arms also have arched brackets on top, suggesting the form of a Celtic cross.

The increase in population surrounding Bladensburg served as an impetus for the commercial activity, which took place concurrently along the town's arterial roadways. Purpose-built commercial construction began in earnest in the second quarter of the twentieth century with freestanding buildings in the 1940s. The oldest of these were erected as filling or service stations for the increasing automobile traffic traveling at high speeds through Bladensburg. One such example is the building at 5315 Annapolis Road, which was erected c. 1940. Representative of the house-type service station, the building has a rectangular form capped by a shallow-pitched hipped roof with pedimented gable. A brick chimney rises from the center of the roof, which is edged by a molded cornice with frieze. The open gable, finished with false returns and raking board, marks the two service bays. A shed roof projects from beneath the eave to shelter the façade of the concrete-block building. Faced in brick like contemporaneous dwellings, the building has office space with merchandise area that is illuminated by an expansive multi-light show window. Islands with pumps fully exposed to the elements are set along Annapolis Road.

As the designs of the automobile changed, so did the forms of the service stations. The most common design within the Bladensburg Survey District was the oblong box, which was inspired by mid-century Modern Movement architecture. The functional form features a streamlined rectangular form with a flat roof. The exterior of the structure, which was standardized nationally, is finished porcelain enamel panels embellished with the trademark colors of the leasing oil company. Unlike earlier examples, the oblong station includes service bays. Three such examples have been identified in the survey district at 5435 Annapolis Road (c. 1942), 5455 Annapolis Road (c. 1951), and 5415 Annapolis Road (c. 1955). A variation is the building at 5406 Annapolis Road (c. 1947), which is an oblong box with drum. This service station is a one-story, three-bay building with a rectangular form augmented by a curved southeast corner or drum. Devoid of applied exterior ornamentation, the exterior of the building has a smooth stucco finish. A shallow, sloped roof is masked by a parapet wall extending across the façade (south elevation) and the east (side) elevation. At the curve of the southeast corner, the parapet rises to further express the geometric quality of the building. The use of concrete lug sills and thin bands of projections directly beneath the top of the parapet wall reinforce the notion of speed. To take advantage of the sleek architectural designs, fueling stations like this were oriented with corner windows towards oncoming traffic to better attract motorists. Located at the apex of Annapolis Road and Landover Road, the station at 5439 Annapolis Road (c. 1950) is another good example of the oblong box with drum. This building responds to its triangular lot through the use of a hexagonal drum illuminated with floor-to-ceiling windows.

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Like fueling and service stations that embraced the images of movement and modernity, the commercial buildings of the Bladensburg Survey District reflect the advantages of mid-century architecture as well as their original mercantile uses. One such example is the modest building at 5419 Annapolis Road, completed c. 1940. It is a small one-story, two-bay concrete-block structure finished in a rough parged coating. A single-leaf door opening, located in the eastern bay, lies in subservience to the window opening wrapping the northwest corner of the building. This layout provided passersby traveling east the greatest visibility of the retailer's wares inside. The façade is sheltered by an expansive canopy that suggests the building's use as an early filling station or, most likely, as a food stand, a use it is known to have served in the mid-twentieth century. City directories and newspaper advertisements show that J. & M. Liquors sold alcoholic beverages in this building until 1949, when public outcry resulted in the revocation of their license. Jack's Frozen Custard, followed by Dari-Delite, occupied the building in the 1950s. During the 1960s, the building was home to Pizza Heaven's deliver service, and Budget Rent-a-Car did business here during the 1970s. The building presently is occupied by a new and used tire retailer.

As the need for commerce continued and the automobile came to dominate the landscape, commercial buildings were constructed on both sides of Annapolis Road. These buildings, representative of roadside architecture of the mid-twentieth century, included multi-fronted and broad-fronted buildings that were minimally ornamented and provided parking. Four commercial buildings, identified by their setback, size, and numerous storefronts, were erected in the survey district in the 1940s and 1950s. The oldest of these is the multi-front building at 4813-4905 Annapolis Road. It is set directly onto the sidewalk with a service road allowing patrons to egress from the fast moving traffic of Annapolis Road. Erected c. 1945, this building exhibits minimal elements of the mid-century architecture with a smooth exterior finish accented by pilasters and geometric moldings. Recessed speed lines stretch across the storefronts, uniting the individual units. The show windows of several of the individual storefronts are angled (recessed cant) towards the single-leaf doors, drawing the patron to the entries and directing natural light. As built, this building had eight units but was enlarged to ten units in 1951 with an addition to the east. The show windows are expansive with replacement metal frames and plate glass. Awnings have been installed over the show windows and entries of the flat-fronted stores at the ends of the building. Parking is provided along the service road and at the rear of the property.

The Shops at Bladensburg (5391-5405 Annapolis Road) were completed c. 1950 as a park-n-shop, allowing patrons to easily park and visit a variety of shops and restaurants. The L-shaped building has broad-fronted storefronts with expansive show windows and single-leaf commercial doors topped by fixed transoms. Red (possibly metal) knee walls contrast the white-painted finish of the building. A vestige of mid-twentieth-century construction, the building's brick veneer is dominated by a stepped parapet wall with arching sides that allows for visible signage. A frieze runs the width of the building, providing a standardized canvas for the signage of individual stores. A large brick chimney rises from the flat roof. The building initially offered seven units, one of which served as the public library. The original layout has been altered with the division of two larger units, resulting in the current nine storefront configuration.

Another example of a park-n-shop is the complex now known as the Bladensburg Shopping Center at 4918 and 4930-4960 Annapolis Road. The oldest portion of the complex is the western block at 4918 Annapolis Road, which was constructed in 1950. The flat-roofed building has canted corners topped by tall projections intended grab motorists' attention and hold signage. In 1954, the building was substantially enlarged by the construction of additional stores for a total of ten retailers. One of the stores

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housed the post office in 1959. Plate glass windows are framed in replacement metal sash, with a continuous awning roof running just above the transom windows. The broad-fronted design is broken by a canted storefront where the slope of the site is reflected in the height of the flat roof and parapet wall. Drivit now covers the façade of the building. In 1967, a large addition was erected on the eastern end of the complex. Defined by its barrel roof, this concrete-block structure has a brick veneer and a ribbon of fixed metal-sash windows across its façade. In conjunction with this addition, the parking lot was extended proportionally, resulting in the loss of a single-family dwelling that existed on the property. The expansive parking lot dominates the front of the property along Annapolis Road. A chain restaurant was constructed in the southwestern corner of the parking lot, fronting Annapolis Road, in the late twentieth century.

The largest of the strip malls is located at 5416-5454 Annapolis Road. Constructed in 1954, this sprawling complex originally consisted of sixteen storefronts. The larger retail spaces anchor the building, designed to attract big-brand merchants that would in turn support local retailers housed in the smaller interior stores. Two small storefronts were designed to maximize the building's exposure towards the residential area along Shepherd Street at 54<sup>th</sup> Place at the side of the structure. Constructed of concrete, the building has a flat roof that overhangs the storefronts. The parapet has been clad in standing seam metal with a metal frieze acting as the sign board. The larger store at the northwest end has been clad in Drivit; ghosting suggests window openings have been infilled. The storefronts are continuous with plate glass windows and commercial-style doors framed in metal sash. Brick piers divide the individual storefronts. The property is dominated by expansive parking, which surrounds the building on three sides.

An excellent example of the design influences of the Modern Movement is the building at 4700 Annapolis Road, which was constructed c. 1958 for property and business owner Ernest Maier. The low profile of the building is marked by strong horizontal lines, which are balanced by the bands of fixed windows along the façade. The building is composed of a two-story main block with a one-story wing that wraps from the side elevation to the rear and a one-story original wing (subsequently raised to two stories) on the opposite side. Constructed of concrete blocks and set on a solid concrete-block foundation, the building is faced with five-course, Flemish-bond brick. It is capped by a flat roof finished with very wide, exaggerated overhanging eaves, a boxed cornice, and a plain frieze of T-111 siding. The south elevation reads as the façade, although the primary entrance to the building is located on the rear elevation to allow patrons easy access from the parking lot. The façade is fenestrated with a singular ribbon of fixed one-light metal windows; the windows have a strong vertical emphasis created by their height and narrow metal surrounds. A frieze, composed of T-111 siding, is located above the façade windows and is embedded with metal letters forming the company's name, "Ernest Maier, Inc., Building Materials." The building was constructed to serve as the headquarters for Maier's expanding concrete-block manufacturing business, which was founded in 1926 at 4617 Annapolis Road.

As the eastern entrance corridors were being developed with commercial architecture reflecting the area's emergence as a regional transportation corridor, the western end of Bladensburg saw the destruction of many of its nineteenth-century buildings in favor of industrial buildings in the twentieth century. These large warehouses and manufacturing buildings are characterized by their two story heights and non-descript rectangular forms. Constructed of concrete block, the buildings generally have a veneer of six-course, American-bond brick and a flat roof. Architecturally, the buildings minimally reflect the Colonial Revival style, which was the predominant style for residential architecture at the time. Elements of the Streamline Moderne and Art Deco are seen in window fenestration and door surrounds, albeit minimal. Alterations to these buildings include the application of standing seam metal porches sheltering the

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entries, replacement windows and doors, enlargement and/or infill of openings, changes in use that require interior modification of spaces, application of non-original siding, and additions. Although these buildings architecturally attempt to reflect the styles indicative of residential architecture from the early twentieth century and commercial architecture from the mid-twentieth century, their form, massing, severe setbacks, and lack of related uses separates them from the suburban development of the area and the regional transportation corridor.

### **Inventory**

The Bladensburg Survey District consists of 113 primary resources, including dwellings, service stations, houses of worship, manufacturing facilities, restaurants, schools, commercial buildings and shopping centers, bridges, park, and a memorial. Of these primary resources, four contribute to the first period of significance from 1742 to 1843, as defined by the 1973 MIHP form. Forty-eight properties contribute to the second period of significance, which extends from 1900 to 1956 to capture the development of the survey district as a regional transportation corridor; sixty-one are non-contributing. The beginning 1900 date marks the construction of the single-family dwelling at 3905 48<sup>th</sup> Street, the oldest residential building that is not related to the eighteenth-century development of the Bladensburg Survey District. The end date of 1956 reflects construction of the last historic commercial buildings designed specifically for placement along a transportation corridor with ample parking for local residents and the many motorists traveling through the area, and construction of St. Luke's Parish.

Bladensburg was largely fully improved by the mid-1950s, with few opportunities for new construction or infill. The resources constructed after 1956 do not represent the commercial architecture for which the survey district is primarily identified as a regional transportation corridor. Moreover, a number of the residential buildings erected prior to 1956 have been rehabilitated for commercial use, although a few examples continue to be occupied as housing. These buildings continue to read as residential architecture despite incompatible additions and imposing signage as a result of the dominance of commercial activity in the survey district. The lack of cohesive themes or areas of significance has compromised the integrity of many of these historic properties, which also suffer from the alterations and additional indicative of a regional transportation corridor.

#### **First Period of Significance: 1742-1843**

*No changes were made to the eligibility status of these properties as defined in the 1973 MIHP form.*

<b>NAMES/ADDRESS</b>	<b>STATUS</b>	<b>DATE</b>
Bostwick 3901 48 <sup>th</sup> Street	C	1746
Market Master's House 4006 48 <sup>th</sup> Street	C	C. 1765
Hilleary-Magruder House 4703 Annapolis Road	C	C. 1742-1746
George Washington House 4302 Baltimore Avenue	C	C. 1760



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Second Period of Significance: 1900 to 1956

NAMES/ADDRESS	HISTORIC/CURRENT FUNCTION (CONDITION)	STATUS	DATE
Old Port of Bladensburg Park/ West Side Baltimore Avenue	Park	NC	C. 1975
Bridge at MD 201 over MD 450, SHA Bridge No. 1602500	Bridge	NC	C. 1957
Railroad Bridge at Annapolis Road between 46 <sup>th</sup> and 47 <sup>th</sup> Streets	Railroad Bridge	NC	C. 2008
4109 46 <sup>th</sup> Street	Commercial Warehouse (Vinyl siding over brick veneer)	NC	C. 1958
Kelley's Performance & Kustum 4115 46 <sup>th</sup> Street	Commercial Warehouse (Most windows appear original, some additions)	NC	C. 1958
4301 46 <sup>th</sup> Street	Commercial Warehouse (concrete block/additions)	NC	C. 1960
St. Paul's Baptist Church 4107 47 <sup>th</sup> Street	Church	C	1818/1908
3900 48 <sup>th</sup> Street	Office Building (Original materials)	NC	C. 1972
3905 48 <sup>th</sup> Street	House (Enclosed front porch, possible replacement materials)	C	C. 1900
3906 48 <sup>th</sup> Street	Office Building	NC	C. 1972
4001 48 <sup>th</sup> Street	House (Replacement windows/door/siding on dormer)	C	C. 1937
4002 48 <sup>th</sup> Street	House (Front porch alteration/windows appear original)	C	C. 1934
4003 48 <sup>th</sup> Street	House (Good condition, possible replacement windows)	C	C. 1925
4004 48 <sup>th</sup> Street	House (Replacement windows/siding)	C	C. 1925
4103 48 <sup>th</sup> Street	Commercial Prefab (possible replacement windows)	NC	C. 1990
Cobur Terrace Apartments 4116 51 <sup>st</sup> Street (5100-5102 Annapolis Road, 4102-4117 51 <sup>st</sup> Street)	Apartment Building (Replacement windows)	C	C. 1947
St. Luke's Parish 4002 53 <sup>rd</sup> Street	Church (Original materials)	C	1956
4100 54 <sup>th</sup> Street	House/Now Commercial (replacement windows, façade now reads as Annapolis Road)	NC	C. 1939
Peace Cross MD 450 at Route 1	Monument	C	1919-1925
4504 Annapolis Road	Commercial (replacement siding)	NC	C. 1960
4508 Annapolis Road	Commercial (first-story openings boarded)	NC	C. 1958
4601 Annapolis Road	Maintenance Buildings	NC	C. 1959
4602 Annapolis Road	Commercial (Likely replacement windows on façade)	NC	C. 1957
4603 Annapolis Road	Monuments	NC	C. 1960

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4605 Annapolis Road	Maintenance Building	NC	C. 1970
Ernest Maier Complex 4617 Annapolis Road	Commercial (Roof was raised)	NC	C. 1926
4626 Annapolis Road	Commercial (Replacement windows)	C	C. 1948
Ernest Maier Building 4700 Annapolis Road	Commercial (Appears mostly original)	NC	C. 1958
4719 Annapolis Road	Restaurant (Appears mostly original)	NC	C. 1969
4726 Annapolis Road	Commercial (Original materials)	C	C. 1950
4728 Annapolis Road	Commercial (Several window openings are boarded)	C	C. 1949
4800 Annapolis Road	Commercial (Appears original)	NC	C. 1962
4801 Annapolis Road	Service Station (Windows enclosed/new cornice)	C	C. 1943
4805 Annapolis Road	Commercial/Now Bank (Façade altered)	NC	C. 1944
4807 Annapolis Road	Commercial/Now Laundromat (Appears mostly original)	NC	C. 1970
4808 Annapolis Road	Commercial (Appears original)	NC	1959
Bladensburg Volunteer Fire Department 4810 Annapolis Road	Fire Dept./Now Barbershop (Covered in Permastone)	NC	1926
Commercial Building 4813-4905 Annapolis Road	Commercial (Replacement materials)	C	C. 1945
4826 Annapolis Road	Commercial/Now Grocery store (Replacement windows/materials)	NC	C. 1957
4850 Annapolis Road	Commercial/ Fast Food Restaurant (original materials)	NC	C. 1995
Annapolis Elementary School 4915 Annapolis Road	School (Original materials)	NC	1990
Bladensburg Shopping Center 4918, 4930-4960 Annapolis Road	Commercial (Some replacement windows)	C	1950/1954
5103 Annapolis Road	House (Replacement siding, windows, additions, altered setting)	NC	C. 1913
Bladensburg High School 5150 Annapolis Road	School (Appears mostly original)	C	1939
5203 Annapolis Road	House (original windows/asbestos shingles, altered setting)	NC	C. 1915
5207 Annapolis Road	House (brick encloses the wrap-round porch, replacement windows, altered setting)	NC	C. 1925
Hilltop Manor 5300-5304 Annapolis Road/ 4100-4112, 4200-4214 53 <sup>rd</sup> Avenue/ 4100-4210 53 <sup>rd</sup> Place	Apartment Building (Replacement windows)	C	1942-1943
5306 Annapolis Road	House (Replacement vinyl siding, enclosed side porch, original windows, altered setting)	NC	C. 1923
5308 Annapolis Road	House (Replacement windows/possibly replacement siding, looks to be aluminum, altered setting)	NC	C. 1924
5309 Annapolis Road	House (Replacement windows/doors, altered setting)	NC	C. 1939
5314 Annapolis Road	House/Now Commercial (Replacement	NC	C. 1935

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	windows, replacement aluminum siding, primary entrance altered, altered setting)		
Service Station 5315 Annapolis Road	Service Station (Alterations to window openings/asphalt-shingled awning added)	C	C. 1940
Shops at Bladensburg 5391-5405 Annapolis Road	Commercial (Some replacement windows)	C	C. 1950
5400 Annapolis Road	Commercial (Front door enclosed with brick/ first-floor replacement windows)	NC	C. 1958
5404 Annapolis Road	House/Now vacant (Replacement aluminum siding, first floor openings are boarded, altered setting)	NC	C. 1923
Socony-Vacuum Oil Company Building (Bill Greene Motors) 5406 Annapolis Road	Service Station (stuccoed concrete block/maintains oil-drum form)	C	C. 1947
Central Baptist Church 5412 Annapolis Road	Church (window openings on façade bricked in, few replacement windows on addition)	C	1951
Texaco Service Station 5415 Annapolis Road	Service Station (wrap-around window opening enclosed with T-111)	NC	C. 1955
Commercial Building 5416-5454 Annapolis Road	Commercial (Some replacement windows)	C	C. 1954
Jack's Frozen Custard Stand 5419 Annapolis Road	Commercial (Retains wrap-around windows, parged exterior)	C	C. 1940
5427-5433 Annapolis Road	House/Commercial by 1959/Vacant (First-story openings boarded up/damaged windows, altered setting)	NC	C. 1950
Esso Service Station 5435 Annapolis Road	Service Station (Parged concrete block and wrap-around fixed metal storefront windows)	C	C. 1942
Service Station 5439 Annapolis Road	Commercial (Windows boarded with plywood)	C	C. 1950
5445 Annapolis Road	Commercial (Faced with brick, Auto services)	NC	C. 1964
5451 Annapolis Road	House/Now Commercial: Bar/Lounge (Replacement windows, addition on side, T-111 entry bay, altered setting)	NC	C. 1939
Sinclair Service Station 5455 Annapolis Road	Commercial (Garage bays, fixed metal storefront windows that wrap the corner)	C	C. 1951
5457 Annapolis Road	Commercial (Faced with brick, fixed metal storefront windows)	C	C. 1951
5458 Annapolis Road	House/Now Commercial (Replacement windows/original weatherboard siding, altered setting)	NC	C. 1935
5459-5461 Annapolis Road	Commercial (Faced with brick, fixed metal storefront windows)	NC	C. 1958
5462 Annapolis Road	House/Now Commercial (Replacement windows/vinyl siding, altered setting)	NC	C. 1935
Service Station 5463 Annapolis Road	Gas Station (Some replacement materials, but mostly original)	C	C. 1955
5464 Annapolis Road	House/Now commercial (Replacement windows, vinyl siding, altered setting)	NC	C. 1950

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4103 Baltimore Avenue	Commercial/Now Restaurant (Altered)	NC	C. 1958
4107 Baltimore Avenue	Commercial (Appears original)	NC	C. 1967
4129 Baltimore Avenue	Commercial (Original windows)	NC	C. 1964
4318 Baltimore Avenue	Commercial (Original materials)	NC	C. 1981
4404 Baltimore Avenue	Commercial (original windows/materials)	NC	C. 1962
4412 Baltimore Avenue	Commercial (Original materials)	C	C. 1939
4418 Baltimore Avenue	Commercial (Original materials)	NC	C. 2001
Prince George's County Library (formerly elementary school) 4000 Edmonston Road	School/now Library	C	C. 1926
4100 Edmonston Road	Potomac Electric Power Building	NC	C. 1970
4109 Edmonston Road	Church (stuccoed exterior, good condition)	NC	C. 1980
4110 Edmonston Road	House (Good condition, original windows, possible replacement aluminum siding)	C	C. 1925
4111 Edmonston Road	House (Replacement windows/siding)	C	C. 1931
Cheverly Theater 5445 Landover Road	Theater	C	1947
5500-5502 Landover Road	Commercial (Replacement materials/windows)	NC	C. 1963
5505 Landover Road	House (Original windows, faced with Flemish-bond brick, metal awning front porch, altered setting)	NC	C. 1940
5507 Landover Road	House/Now Commercial (Wood windows, but possible replacements, faced with Flemish-bond brick, altered setting)	NC	C. 1940
5509 Landover Road	House/Now Commercial (Addition of two front-gabled bays on façade/clad with vinyl siding, altered setting)	NC	C. 1940
5511 Landover Road	Commercial (faced with brick, fixed metal windows)	NC	C. 1970
5512 Landover Road	House (Replacement windows, large/oversized gabled dormers on façade, altered setting)	NC	C. 1940
4901 Taylor Street	House (Replacement windows, possibly replacement siding)	C	C. 1925
4902 Taylor Street	House (Replacement windows, front porch appears to be enclosed)	C	C. 1925
4903 Taylor Street	House (Replacement siding)	C	C. 1925
4904 Taylor Street	House (Appear to be original windows and siding)	C	C. 1925
4905 Taylor Street	House (Replacement siding, fair condition)	C	C. 1925
4906 Taylor Street	House (Replacement windows, possibly siding)	C	C. 1925
4907 Taylor Street	House (Replacement windows, original siding)	C	C. 1925
4908 Taylor Street	House (Replacement windows)	C	C. 1925
4909 Taylor Street	House (original windows/materials)	C	C. 1925
4910 Taylor Street	House (Replacement windows, possibly siding)	C	C. 1925
4911 Taylor Street	House (Original windows/original siding)	C	C. 1925
4912 Taylor Street	House (Replacement windows)	C	C. 1938



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4913 Taylor Street	House (Replacement windows/siding)	C	C. 1925
4914 Taylor Street	House (Replacement aluminum siding/windows)	C	C. 1925
4916 Taylor Street	House (Replacement windows, looks like replacement siding)	C	C. 1925
4918 Taylor Street	House (original materials)	NC	C. 1988
4501 Upshur Street	Commercial (Replacement garage door)	NC	C. 1957
4507 Upshur Street	Commercial (Original materials)	NC	C. 1988

## Section 8: Significance

### Twentieth-Century Development: Suburban Washington, D.C.

Although the need for housing was to greatly alter the landscape of the Washington metropolitan area by the second decade of the twentieth century, little residential construction was taking place in Prince George's County until the 1940s. Single-family dwellings were being sporadically erected along regional transportation corridors like Annapolis Road and Landover Road in the mid- to late nineteenth century as the railroad and streetcar enabled residents to move beyond the borders of the District of Columbia. Although it continued during the early part of the twentieth century, domestic construction was not planned development and, thus, lacked the cohesive sense of community homebuyers sought. Residential buildings, especially if set on corner lots, often were sited next to or within very close proximity to commercial buildings. Eventually residential growth along Annapolis Road and Landover Road was stalled as commercial construction catering to the automobile began to permanently transform the area.

As the twentieth century progressed, Bladensburg continued to expand eastward, following both Annapolis Road and Landover Road. Rather than grow within the eighteenth-century plan and mingle with its historic buildings, the new construction and changes to the transportation routes virtually obliterated the original design of the seaport town and isolated the few remaining historic buildings from their context. Sanborn maps from 1939 and 1959 document the construction and ultimate loss of nineteenth- and early-twentieth-century single-family dwellings to allow for the construction of commercial and industrial buildings and warehouses. The existing housing proved inappropriate in scale, massing, and size for the changes taking place along the growing regional transportation corridor. The lost housing was to be replaced by planned automobile suburbs that framed the historic areas of the port town, but did not have any direct association with it. Rather, these new subdivisions were self-contained neighborhoods. However, they were dependent on the corridor for transportation and commerce, which by the mid-twentieth century included numerous service stations, restaurants and bars, a theater, schools and library, shopping, industrial parks, manufacturer plants, distribution centers, and large auto repair shops.

Bladensburg continued to develop linearly, following Annapolis and Landover Roads eastward. Prince George's County's first garden apartment complexes were constructed in the 1940s, a result of incentives offered by the Federal Housing Administration (FHA). Although the construction of garden-apartment complexes began as early as 1936 with the erection of Colonial Village in nearby Arlington County, Virginia, similar construction did not start in Prince George's County until 1941 with the construction of Kaywood Gardens in Mount Rainier. One of the first garden apartment complexes designed by accomplished local architects Ross & Walton, Hilltop Manor was constructed between 1942 and 1943 to meet the demands of the growing suburban population. The project was financed under Section 608 Title

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VI of the National Housing Act, the primary vehicle for World War II Defense Housing and Federal Housing Administration (FHA) financing. It was one of two such garden apartment complexes constructed at the center of the survey district on Annapolis Road as permanent housing; the second is Cobur Terrace (ca. 1947). The design and location of Hilltop Manor and Cobur Terrace, ideally located adjacent to Bladensburg Public School, exemplifies the formula established and later augmented by the FHA for successful, mortgage-insured garden apartment complexes, which were constructed throughout the county in the mid- to late twentieth century. Indicative of garden apartment complexes, Hilltop Manor and Cobur Terrace were designed to be self-contained with off-street parking and landscaping that united the buildings yet provided green space for residents. Although intentionally constructed along a regional transportation corridor replete with commercial, educational, and social establishments to support residents, the garden apartment complexes were not interwoven into the emerging residential suburbs being established to the north or the single-family dwellings fronting Annapolis Road.

Essential to residential growth and development in this area was the establishment of churches, which were strategically located in the Bladensburg Survey District to serve as visual landmarks and attract residents, as well as traveling motorists. The most visible of these is the Central Baptist Church at 5412 Annapolis Road. The imposing edifice is home to a congregation that was formed by Bladensburg Baptists in 1928. Initially without a formal church, the congregation held services at various locations throughout Bladensburg during the second quarter of the twentieth century under the direction of Reverend John E. Briggs. On Sunday April 15, 1951, following services held at the Cheverly Theater, members of the congregation gathered nearby to officially break ground for their new church; the cornerstone was laid on June 25. Slated to cost \$102,000, the new building's capacity would be 300 and feature church school rooms in the basement. An article in *The Washington Post* recorded the event, commenting that the proposed edifice "will be Georgian, with a white frame steeple surmounting the red brick walls and pillared portico."<sup>2</sup> The scale of the church suggested permanence and anchored the busy intersection. Supported by a mid-century structure to the rear, the church continues to present an imposing presence on Annapolis Road within the survey district.

Located at 4002 53<sup>rd</sup> Street, St. Luke's Parish is home to a congregation that traces its roots to 1856. At the time of the 1939 Sanborn Fire Insurance Company map, St. Luke's Parish was located at 117 Market Street [Annapolis Road]. The parishioners gathered intermittently until the 1950s, at which time their deteriorating church structure was abandoned in favor of a new place of worship. In 1958, under the leadership of Father Arnold, the current building was completed and dedicated as St. Luke's Episcopal Church. At the beginning of 2011, the congregation began the necessary process to convert to Roman Catholicism, making it one of the first in the United States to make the transition under new Vatican rules intended to appeal to disaffected Episcopalians<sup>3</sup> On October 9, 2011, St. Luke's was received and confirmed into the Roman Catholic Church by his Eminence Donald Cardinal Wuerl at the Basilica of the National Shrine of the Immaculate Conception in Washington, D.C. Although not sited directly on Annapolis Road, St. Luke's Parish intentionally presents the front-gabled façade of the main sanctuary towards this major transportation route. By design, its classical, almost diminutive, style imparts a feeling of sanctuary; in stark juxtaposition to much of the commercial architecture in Bladensburg that employs eye-catching forms, styles, materials, and signage.

<sup>2</sup> "Bladensburg Baptists Lay Cornerstone," *The Washington Post*, June 25, 1951, <http://search.proquest.com/docview/152409007?accountid=34227>.

<sup>3</sup> Michelle Boorstein, "Episcopal Church in Bladensburg to Convert to Roman Catholicism," *The Washington Post*, June 6, 2011, [http://www.washingtonpost.com/local/episcopal-church-in-bladensburg-to-convert-to-roman-catholic-parish/2011/06/06/AGLsiIKH\\_story.html](http://www.washingtonpost.com/local/episcopal-church-in-bladensburg-to-convert-to-roman-catholic-parish/2011/06/06/AGLsiIKH_story.html).

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Located in the middle of the survey district, near the highest part of town, are the Bladensburg public schools. Now designated as 4000 Edmonston Road, the primary school is a Colonial Revival-style brick building that has been renovated to serve as the Bladensburg branch of the Prince George's County Public Library. The high school is now located at 5150 Annapolis Road, a building erected in 1939 as the elementary school. This building emphasized the notion of science, mathematics, and modernity through its use of Moderne-inspired architecture. As the community grew, and apartment buildings entered the landscape, residents saw to the construction of the Bladensburg Junior High School across the street in 1952 (no longer extant). This core of educational buildings provided the children of the surrounding suburbs with easy access to and from school and playgrounds.

Ultimately, a number of single-family dwellings were rehabilitated for commercial use, with incompatible additions, alterations and signage. Eleven examples were noted, predominately along Annapolis Road. About 30 residential buildings retain their domestic use. These are found primarily along Taylor Street, Annapolis Road, and 48<sup>th</sup> Street. However, there is no sense of neighborhood or community related to the domestic suburban architecture within the survey district.

Twentieth-Century Development: Regional Transportation Corridor

On the eve of planned suburban development in Prince George's County, construction of the Defense Highway began. The highway, running from Bladensburg to Annapolis, was originally a narrow, unpaved road that had been established in the eighteenth century.<sup>4</sup> The paving and widening of the road in 1918 was a response to tactics learned during World War I and the importance of strategically located highways intended for defense facilitation.<sup>5</sup> Market Street in Bladensburg became the western starting point of Defense Highway, also known as Annapolis Road. Even before the highway officially opened on July 16, 1927, it had spurred development along Annapolis Road in anticipation of automobile activity. As the *Washington Post* reported, "[the opening of the highway] means much to all sections of Prince George's and Anne Arundel Counties, in Maryland as this highway links the Nation's Capital and the capital of the state, and is also opening up vast stretches of county in between."<sup>6</sup> Newly developed suburbs in Prince George's County, such as Cheverly, located southeast of Bladensburg, thrived because of their proximity to the Defense Highway. Adopting the advantages this new roadway would bring to Bladensburg, the town decided in 1919 to erect a monument to residents of Prince George's County who had lost their lives during World War I. The Peace Cross was completed in 1925 and stands prominently at the terminal intersection between Bladensburg and Washington, D.C.

Set at the southwest corner of the survey district, the intersection of Bladensburg Road, Baltimore Avenue, and Annapolis Road, which is now marked by the Peace Cross, has undergone changes in layout due to demands placed by increased vehicular traffic. By the mid-1930s, this interchange, known informally as "the bottleneck," could no longer handle the increased automobile traffic between suburban Maryland and Washington, D.C.<sup>7</sup> Altered significantly to facilitate the flow of traffic, the junction was changed from a "Y" intersection to its current interlaced configuration. Additional changes came in 1940,

<sup>4</sup> "A History of the Town of Landover Hills," <http://www.lhills.sailorsite.net/History/historyforward.htm>.

<sup>5</sup> "For Defense Highway," *The Washington Post*, February 21, 1916.

<sup>6</sup> "Defense Highway Links Cheverly to Capital," *The Washington Post*, July 10, 1927, <http://search.proquest.com/docview/149821459?accountid=34227>.

<sup>7</sup> "'Bottleneck' Jams Sunday's Traffic," *The Washington Post*, August 25, 1936, <http://search.proquest.com/docview/150752755?accountid=34227>.

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when US Route 1 was relocated from Baltimore Avenue to Rhode Island Avenue. In 1955, with the completion of the John Hanson Highway, Annapolis Road lost its designation as US Route 50 and came to be known as MD 450. Like many roads reassigned during the mid-twentieth century, Annapolis Road was "engineered to meet the demands of automobile travel and increased development in the vicinity."<sup>8</sup>

Despite the surrounding planned residential development and supporting religious and educational facilities, by the mid-twentieth century, the reputation of Bladensburg was changing as a result of the concentration of "redneck clubs," "honky-tonks," casinos, and roadhouses occupying the commercial and former single-family buildings.<sup>9</sup> In his book detailing the history of the University of Maryland, historian George H. Callcott remarked that Bladensburg had "blossomed into a notorious gambling and prostitution center."<sup>10</sup> These resources were not tolerated in the District of Columbia and, thus, appear just beyond its borders in Bladensburg, which became a stop for "traveling big bands and attractions." One of the more popular establishments was Del Rio, later known as the Crossroads Restaurant and Supper Club.<sup>11</sup> Located prominently near the Peace Cross, the Crossroads Restaurant opened in 1941, boasting the largest diamond-shaped stand-up bar south of New York City.<sup>12</sup> The restaurant was just one of many that permanently transformed the Bladensburg Survey District into a transportation corridor serving the local community. Yet, by the second half of the twentieth century, the survey district had become transitory, offering small fare and little in the way of family dining for local residents.

In February 1945, the Cheverly Theater Company sought to bring a more suitable venture for area residents. The company purchased multiple vacant parcels at the eastern end of Bladensburg on the south side of Landover Road south of its intersection with Annapolis Road.<sup>13</sup> It was a prime location for such a venue as the commercial corridor had by this time been transformed to target the motoring public. Moreover, the development of the surrounding residential neighborhoods served as the catalyst for the construction of the Cheverly Theater, which opened on February 6, 1947 to high acclaim, with many local notables in attendance. An article in *The Washington Post* noted, "While within the theater every new idea looking to comfortable enjoyment has been utilized, similar provision has been made for easy parking on a large lot adjoining the new house."<sup>14</sup> The theater was managed by Sidney Lust, an area theatre magnate who was known for his showmanship. Lust was "one of the local theater chain owners who joined and extended the trend of Art Deco and Streamline Moderne neighborhood cinemas. A native of New York City, he began his career as a road-show stage carpenter and then managed big-time vaudeville acts. Lust was a partner with Warner Bros. in opening their local film exchange when he came to Washington in 1914. A year later he went into business for himself, buying, distributing and selling motion picture films for independent producers in the Washington metropolitan area. He leased his first

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<sup>8</sup> Katry Harris, "PG: 70-80, Bladensburg-Annapolis Road," Maryland Historical Trust State Historic Sites Inventory Form (June 2000), 8:2.

<sup>9</sup> "County Clubs Face further Crackdown," *The Washington Post*, September 28, 1953, <http://search.proquest.com/docview/152538775?accountid=34227>.

<sup>10</sup> George H. Callcott, *A History of the University of Maryland* (Baltimore, MD: Maryland Historical Society, 1996), 340.

<sup>11</sup> Phil Carson, *Roy Buchanan: American Axe* (San Francisco, CA: Backbeat Books, 2001), 106.

<sup>12</sup> "Ringside Table," *The Washington Post*, November 17, 1941, <http://search.proquest.com/docview/151357865?accountid=34227>.

<sup>13</sup> Cheverly Theater Company, Inc., Prince George's County Plat Records, Book 10/Plat 18.

<sup>14</sup> Nelson B. Bell, About the Showshops. 1947. *The Washington Post* (1923-1954), February 04, 1947. <http://search.proquest.com/docview/151973590?accountid=34227> (accessed September 27, 2011).



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theater in the early 1920s on Ninth Street, N.W., and then branched out into suburban Maryland.”<sup>15</sup> Rather than just entertain customers at his theaters, Lust transformed the buildings into civic centers devoted to the betterment of the communities, a move that served to change the declining reputation of Bladensburg. Ultimately, in the 1960s, the theater had succumbed to the reputation of Bladensburg and began to show only adult films.

New construction in Bladensburg during the middle of the twentieth century continued its trend towards commercial architecture, with the automobile altering consumer trends and instantly transforming once unattractive roadside parcels into prime real estate. Of all the commercial building types, the service station became the most prolific. Spurred by the country's demand for gasoline and repair shops, service stations propagated along high-traffic thoroughfares; Annapolis Road and Landover Road were no exceptions. During the mid-twentieth century, there were at least eight service stations operating in the half-mile stretch of Annapolis Road between 52<sup>nd</sup> Street and 56<sup>th</sup> Avenue. Evenly distributed on the north and south sides of the street, these utilitarian buildings dominated the Bladensburg streetscape from the early 1940s through the 1950s. In many respects, their style and forms trace the evolution of the service station, a building type central to the American psyche and our dependence on the automobile. National gasoline companies utilized their unique building forms and styles to construct the various stations within the Bladensburg Survey District, targeting the motorists as they sped through the community. The station at 5455 Annapolis Road was operated by Sinclair, while 5415 Annapolis Road offered Texaco products.<sup>16</sup> Esso operated the station at 5435 Annapolis Road. The Socony-Vacuum Oil Company operated the station at 5406 Annapolis Road, which would later come to be known as Bill Greene Motors. Only three of the eight mid-century service stations continue to dispense fuel.

The town of Bladensburg's built environment extended farther north and east from the Peace Cross intersection as the middle of the twentieth century progressed. Large unimproved lots were readily purchased by developers for the construction of commercial properties. In all, four of these buildings were erected in Bladensburg between 1950 and 1954. Two of these commercial buildings exhibit a more central business model, with small parking lots out front and behind the building accessed by service roads. However, this multi-fronted commercial form was abandoned in favor of the “automobile-focused shopping center of the mid-twentieth century [that] required enough land to accommodate the structure and the automobiles.”<sup>17</sup> The two indicative strip malls are located on the north side of Annapolis Road with deep setbacks and a tremendous amount of parking space. As new buildings became larger and larger, their setbacks had to increase to permit ample parking for their customers. Conversely, a building's setback forced a correlation in size in order to attract passing motorists. This also allowed for the construction of national chain restaurants within the large parking lots in the late twentieth century.

Ironically, the automobile, which significantly altered the built environment of Bladensburg, eventually led to its stagnation by the late 1950s. This was brought on by the construction of the Baltimore-Washington Parkway to the east of Bladensburg between 1942 and 1954. This major transportation route

<sup>15</sup> Bethesda Theater, “Statement of Significance,” The Art Deco Society of Washington, <http://www.adsw.org/site/MD/Bethesda/WisconsinAve/7719/nomination/sec8.html> (accessed October 4, 2011).

<sup>16</sup> According to local residents, 5455 Annapolis Road was a Sinclair service station. By the early 1990s, the building had been repurposed to a grocery store. “Display ad 45”, *The Washington Post and Times Herald*, April 11, 1954, <http://search.proquest.com/docview/148570570?accountid=34227> (accessed November 7, 2011).

<sup>17</sup> KCI Technologies, Inc., “Suburbanization Historic Context and Survey Methodology: I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland” Prepared for the Maryland State Highway Administration, Vol. 1, (November 1999), D-43.

November 17, 2011

EHT Traceries

effectively bypassed Bladensburg, and redirected all automobile travelers away from the commercial establishments. Born as a pleasure road, the parkway had a contradictory function in the Washington, D.C. area, "where ceremonial and military needs, as well as a demand for rush-hour arteries...shaped the meandering scenic road into an efficient highway."<sup>18</sup> Although Bladensburg was aligned to meet the needs of travelers utilizing the Baltimore-Washington Parkway, it continued merely to accommodate the basic local and regional needs of its surrounding communities requiring gas, auto repairs, and items from the convenience stores. Typical roadside architecture like motels designed to accommodate transient motorists were not constructed along Annapolis Road and Landover Road.

Changes in the Bladensburg Survey District continued during the last quarter of the twentieth century and into the twenty-first century. Many of the remaining single-family dwellings ceased to serve as residential properties but have been altered to provide commercial and office space. The loss of automobile traffic in light of the construction of the Baltimore-Washington Parkway and the 1960s construction of Interstate 495 (Beltway) led to the demolition or repurposing of service stations and commercial buildings that once populated the survey district; requirements in automobile repair have also affected the need for these service stations. New commercial buildings have little architectural association with the historic commercial architecture that was so directly influenced in design and form by the automobile like the service stations, which used streamlined elevations, sleek finishes, and colors associated with motion to attract travelers and portray modernism. The generic statement made by historians John A. Jakle and Keith A. Sculle in their book, *Motoring: The Highway Experience in America*, that roadside architecture has "come to look pretty much the same everywhere, prompting more than a little criticism for the uniformity" is easily applied to the regional transportation corridor of Bladensburg.<sup>19</sup> Moreover, new construction has no direct correlation to Bladensburg's historic contexts as an eighteenth-century seaport or a mid-twentieth-century commercial and transportation corridor serving Prince George's County's suburban population.

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<sup>18</sup> Sara Amy Leach, *Roadside America*, ed. Jan Jennings (Ames, IA: Iowa State University Press, 1990), 185.

<sup>19</sup> John A. Jakle and Keith A. Sculle, *Motoring: The Highway Experience in America* (Athens, GA: University of Georgia Press, 2008), 215.

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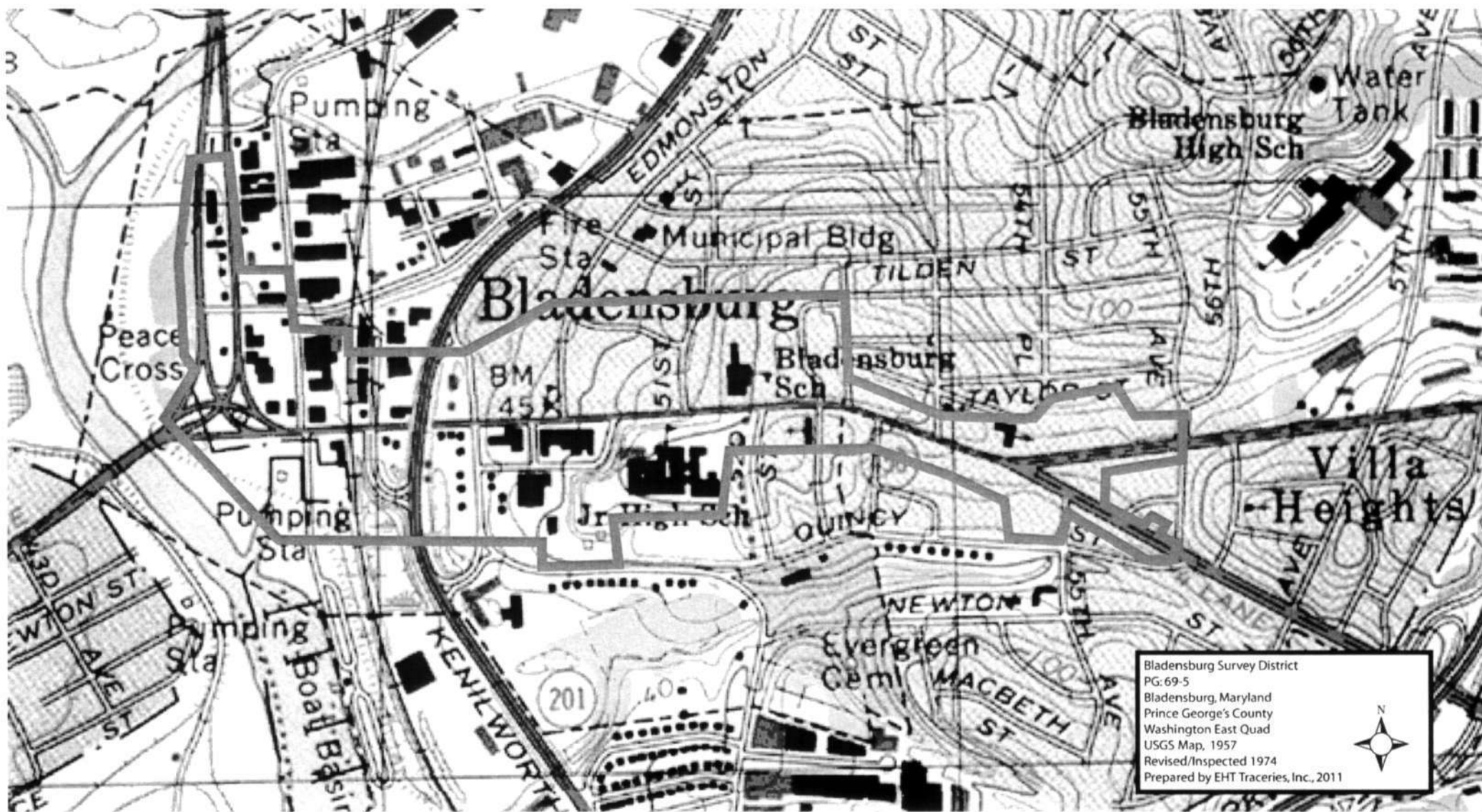
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**Bladensburg Survey District**  
**PG: 69-5**

Photographer: EHT  
Tracerics

Date: September 13, 2011

1.	Peace Cross	Looking southwest
2.	George Washington House	Façade (east elevation), looking northwest
3.	4115 46 <sup>th</sup> Street	View southeast on 48 <sup>th</sup> Street
4.	5400-5406 Annapolis Road	View northwest on Annapolis Road from Landover Road
5.	5419 Annapolis Road	Façade (northeast elevation), looking southeast
6.	5458 and 5462 Annapolis Road	View northwest on Annapolis Road from 56 <sup>th</sup> Avenue
7.	5439 Annapolis Road	View looking southeast



PG: 69-51 - 16

Peace Cross, Bladensburg Survey District  
Prince George's County, Maryland

EHT Trace 115

September 13, 2011

MD SHPO

Looking Southwest

# 4 of 6

#10 of 7





PG: 69-5

George Washington House, Bladensburg Survey District

Prince George's County, Maryland

EHT Traces

September 13, 2011

MD SHPO

Facade, looking northwest



PG: 69-5

4115 46th Street, Bladensburg Survey District  
Prince Georges County, Maryland

EHT Tracer

September 13, 2011

MD SHPO

View southeast on 48th Street





PG: 69-5

5400, 5404, 5406 Annapolis Road, Bladensburg Survey District  
Prince Georges County, Maryland

EHT Traceries

September 13, 2011

MD SHPO

View northeast on Annapolis Road from Landover Road



PG:69-5

5419 Annapolis Road, Bladensburg Survey District  
Prince Georges County, Maryland

EHT Traceries

September 13, 2011

MD SHPO

Facade, looking Southeast

#5 of 7





PG! 69-5

5458 and 5462 Annapolis Road, Bladensburg Survey District  
Prince George's County, Maryland

EHT Traceries

September 13, 2011

MD SHPO

View northwest on Annapolis Road from 56th Avenue



PG169-5  
5439 Annapolis Road, Bladensburg Survey District  
Prince Georges County, Maryland  
EHT Tracerics  
September 13, 2011  
MD SHPO  
View looking southeast

# MARYLAND HISTORICAL TRUST

PG: #69-5

P.479

177094133

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

### 1 NAME

HISTORIC

Port of Bladensburg

AND/OR COMMON

### 2 LOCATION

STREET & NUMBER

Anacostia River & Bladensburg Rd.

CITY, TOWN

Bladensburg

CONGRESSIONAL DISTRICT

— VICINITY OF

STATE

Maryland

COUNTY

Prince George's

### 3 CLASSIFICATION

#### CATEGORY

- ☐ DISTRICT
- ☐ BUILDING(S)
- ☐ STRUCTURE
- ☒ SITE
- ☐ OBJECT

#### OWNERSHIP

- ☒ PUBLIC
- ☐ PRIVATE
- ☐ BOTH
- ☒ PUBLIC ACQUISITION
- ☐ IN PROCESS
- ☐ BEING CONSIDERED

#### STATUS

- ☒ OCCUPIED
- ☐ UNOCCUPIED
- ☐ WORK IN PROGRESS
- ☒ ACCESSIBLE
- ☐ YES: RESTRICTED
- ☐ YES: UNRESTRICTED
- ☐ NO

#### PRESENT USE

- ☐ AGRICULTURE
- ☐ COMMERCIAL
- ☐ EDUCATIONAL
- ☐ ENTERTAINMENT
- ☐ GOVERNMENT
- ☐ INDUSTRIAL
- ☐ MILITARY
- ☐ MUSEUM
- ☒ PARK
- ☐ PRIVATE RESIDENCE
- ☐ RELIGIOUS
- ☐ SCIENTIFIC
- ☒ TRANSPORTATION
- ☒ OTHER

### 4 OWNER OF PROPERTY

(marina)

NAME

Maryland-National Capital Park & Planning Telephone #: 277-2200

STREET & NUMBER

6600 Kenilworth Ave.

CITY, TOWN

Riverdale

— VICINITY OF

STATE, zip code

Maryland

### 5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Prince George's County Courthouse

STREET & NUMBER

CITY, TOWN

Upper Marlboro

STATE

Maryland

### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The 18th Century seaport of Bladensburg has all but disappeared, except for a handful of old homes scattered about the town. A small, power boat marina exists where sailing ships once tied up. The "Magruder House" and "Bostwick" overlook the site. The appearance of the Anacostia River was altered by an extensive Army Corps of Engineers flood control and channelization project in the 1950's.



# **8 SIGNIFICANCE**

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input checked="" type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The town of Bladensburg was laid out in 1742, on the site of the earlier Garrison's Landing. The town consisted of 60 one-acre lots, adjacent to the head of navigation of the Anacostia River (then called the Eastern Branch.) It was a thriving Colonial tobacco port for years, and had a number of factor's warehouses, taverns, mills, etc. It was also located on the old Colonial Post Road that led to most of the established Eastern cities. Other roads that merged here were used to roll tobacco from places such as lower Montgomery County (where no water ways existed.) By the early 1800's, however, the town had begun its decline, and the early arrival of the RR, coupled with the heavy siltation of the River, ended the "golden era"-although the town continued to serve travellers passing through. The Battle of Bladensburg was fought here in the War of 1812.

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- 3) Various notes, sketches, photos, etc. in M-NCPPC Files.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

3/2/73

STREET &amp; NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

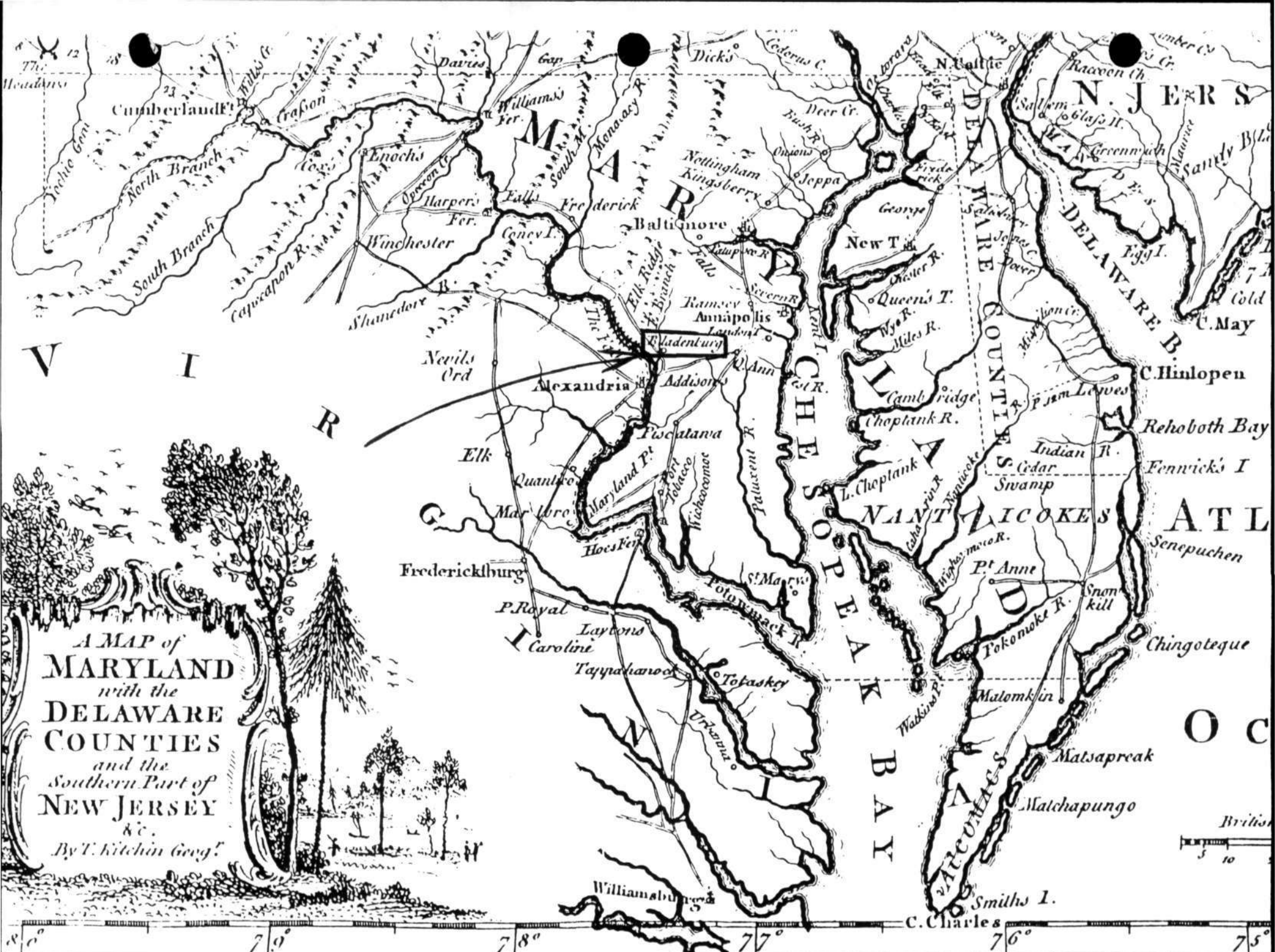
STATE

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

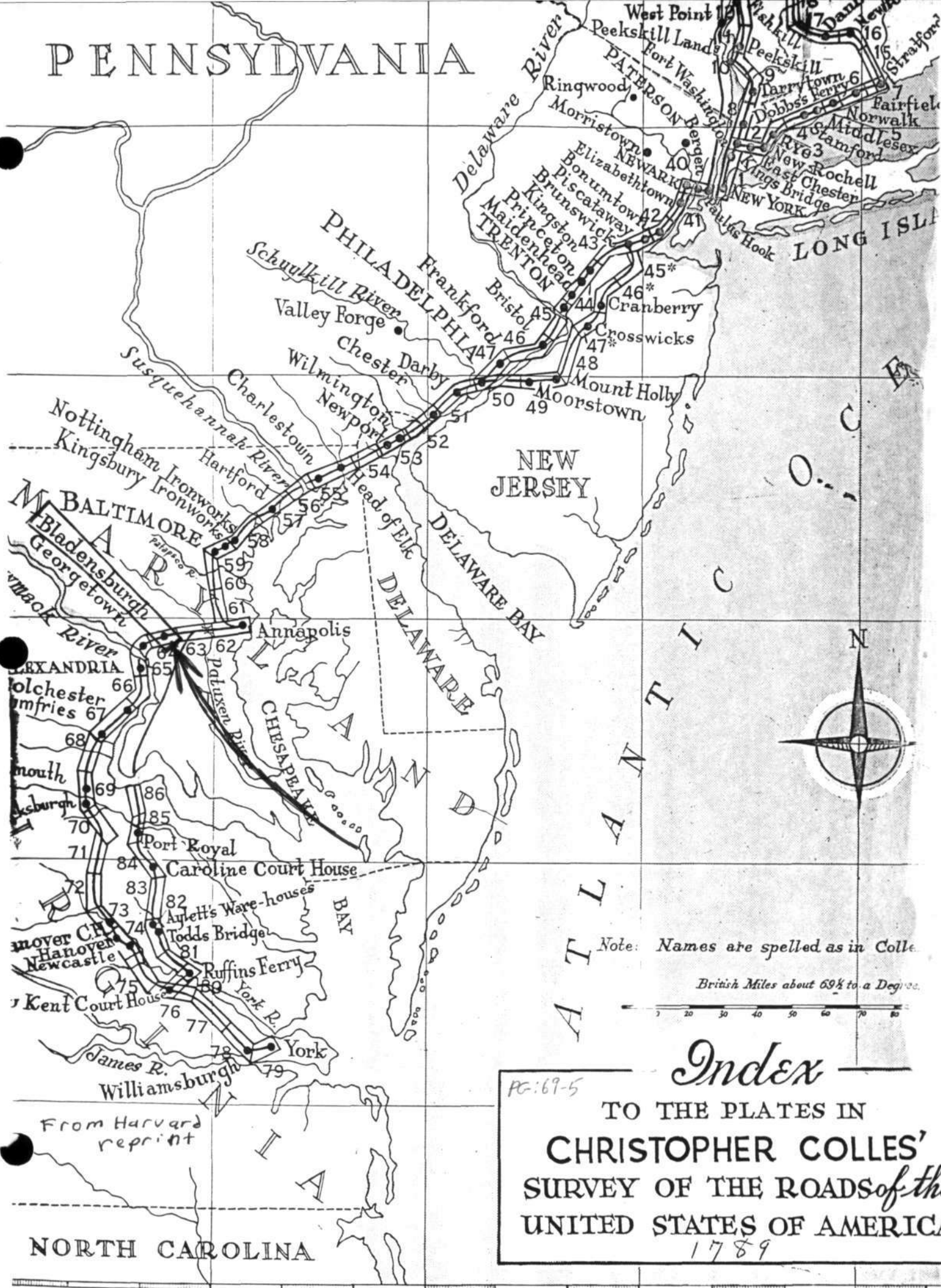
RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



A MAP of  
MARYLAND  
with the  
DELAWARE  
COUNTIES  
and the  
Southern Part of  
NEW JERSEY

By T. Kitchin Geog.

# PENNSYLVANIA



Note: Names are spelled as in Colles.

British Miles about 69% to a Degree.

1 20 30 40 50 60 70 80

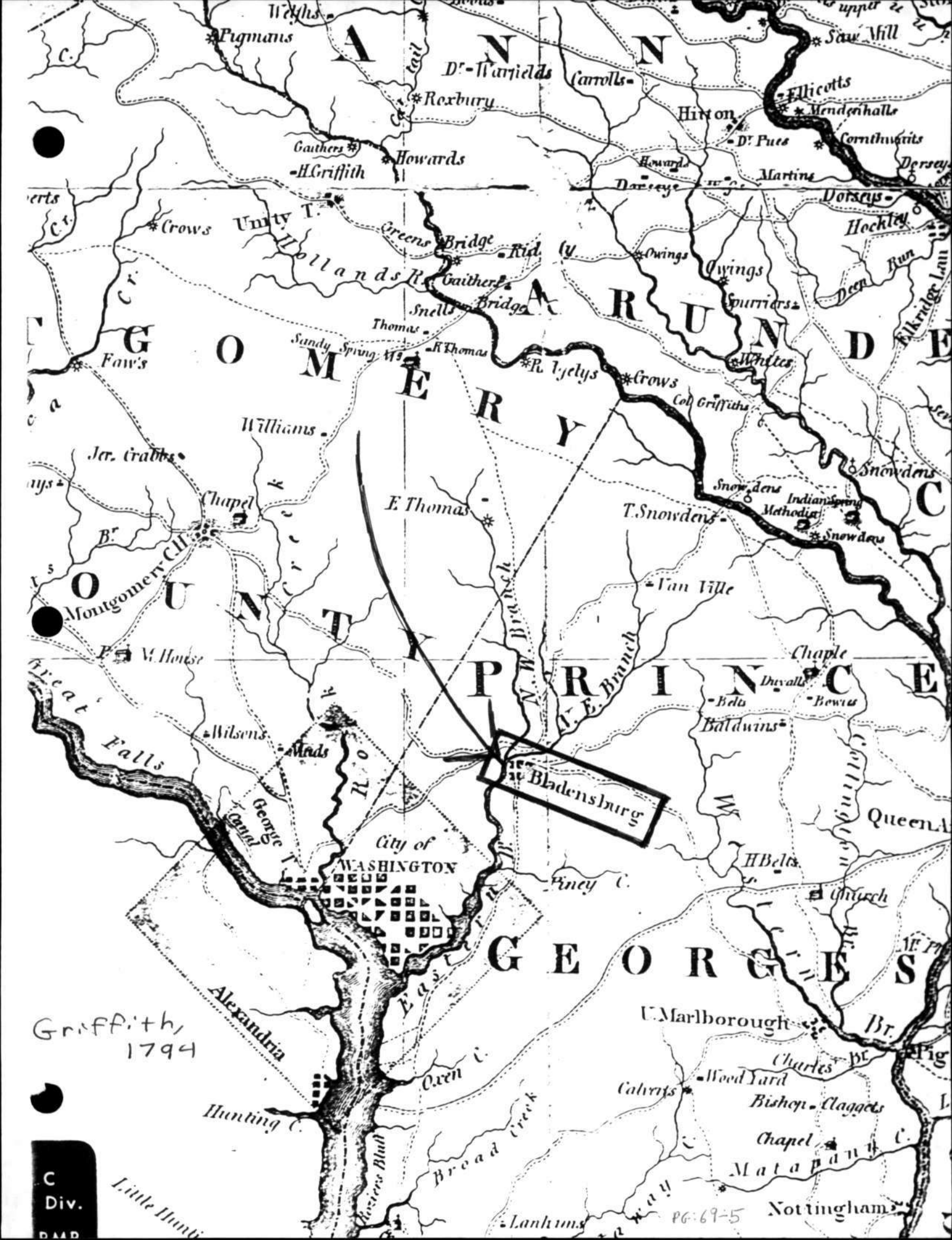
## Index

TO THE PLATES IN  
CHRISTOPHER COLLES'  
SURVEY OF THE ROADS of the  
UNITED STATES OF AMERICA

1789

PG:69-5



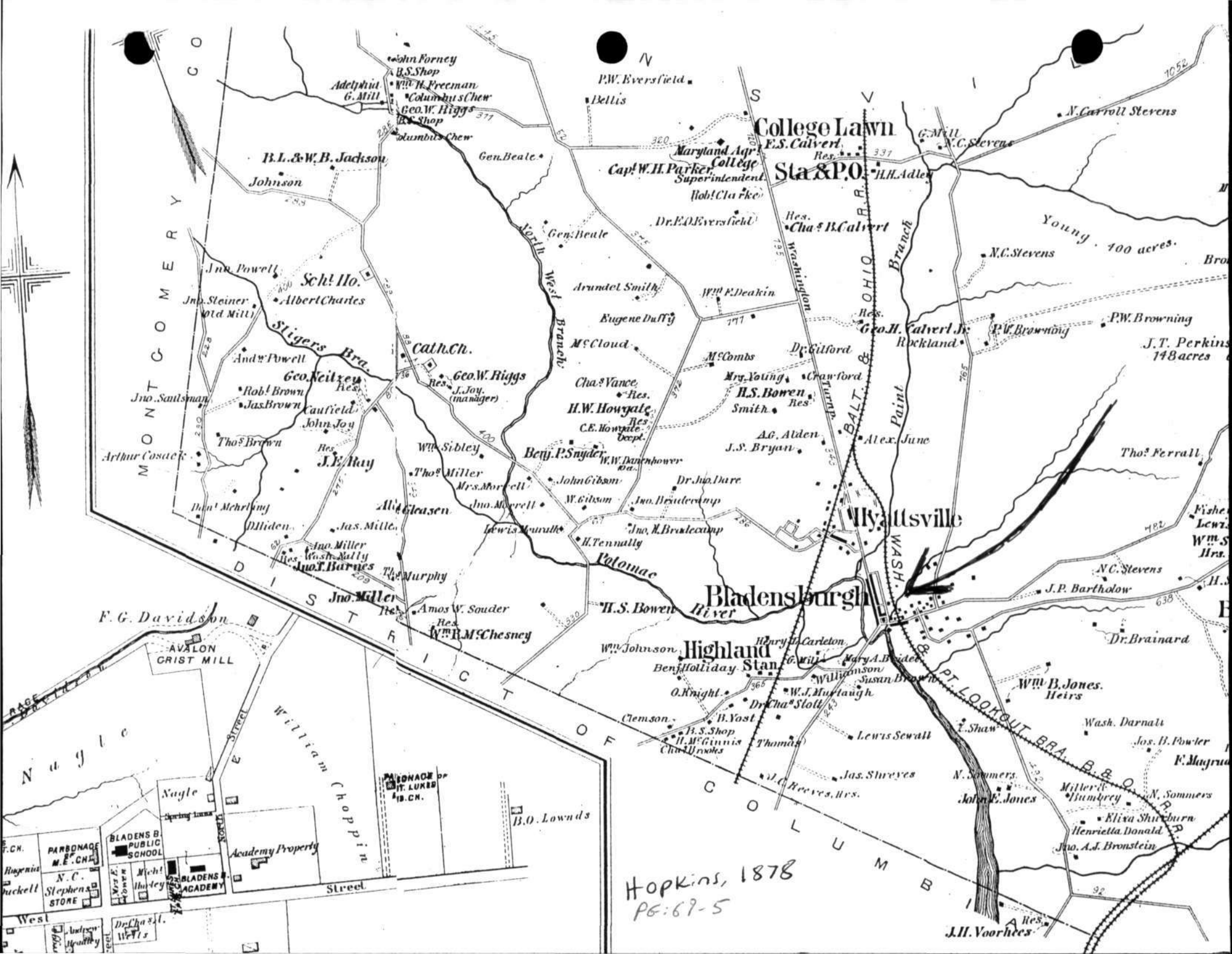


Griffith  
1794

C Div.  
DAD



P. Shedd



Hopkins, 1878  
Pg: 69-5



PG:69-5  
Bladensburg Survey Area  
Historic Sites and Districts  
Plan, Prince George's  
County, December 1990

mon on

Height

201

Bladensburg

High Sch

OMO

RIVER

PARK

19



PG:69-5  
Bladensburg Survey District  
Washington East quadrangle







NAME BLADENSBURG MARINA (NOTE MAGRUDER HSE + BOSTWICK  
LOCATION ANACOSTIA RIVER IN BACKGROUND) PG: 69-5  
FACADE BLADENSBURG, Md  
LOOKING NE  
PHOTO TAKEN 3/2/73 MDWYER